

IN THE CLAIMS:

Please amend the claims as follows:

Claim 1. **(Canceled)**.

2. **(Currently Amended)** A hybrid vehicle in which an engine is connected to first driven wheels through a first motor/generator and a transmission, and a second motor/generator is connected to second driven wheels, said first and second motors/generators being connected to an accumulating means, wherein a distribution ratio of braking forces to the first and second motors/generators is controlled to become an ideal distribution ratio corresponding to a longitudinal acceleration of the vehicle during regenerative braking of the vehicle ~~according to claim 1~~, wherein the first and second driven wheels are front and rear wheels, respectively, and when the vehicle is traveling down a slope, the distribution ratio of the regenerative braking force to the second motor/generator is decreased to be smaller than the ideal distribution ratio.

3. **(Original)** A hybrid vehicle according to claim 2, wherein, when the vehicle is traveling down the slope, a degree of inclination of a road surface is calculated based on a vehicle speed and a longitudinal acceleration of the vehicle.

4. **(Currently Amended)** A hybrid vehicle in which an engine is connected to first driven wheels through a first motor/generator and a transmission, and a second motor/generator is connected to second driven wheels, said first and second motors/generators being connected to an accumulating means, wherein a distribution ratio of braking forces to the first and second motors/generators is controlled to become an ideal distribution ratio corresponding to a longitudinal acceleration of the vehicle during regenerative braking of the vehicle ~~according to claim 1~~, wherein the first and

second driven wheels are front and rear wheels, respectively, and when a lateral acceleration of the vehicle exceeds a predetermined value and a vehicle speed exceeds a predetermined value, the distribution ratio of the regenerative braking force to the second motor/generator is decreased to be smaller than said ideal distribution ratio.

5. **(Original)** A hybrid vehicle according to claim 4, wherein the lateral acceleration of the vehicle is calculated based on the vehicle speed and a steering angle.

6. **(Original)** A hybrid vehicle according to claim 4 or 5, wherein the decreasing control of the distribution ratio of the regenerative braking force to the second motor/generator (MG2) is carried out in response to the start of the steering.

7. **(Currently Amended)** A hybrid vehicle in which an engine is connected to first driven wheels through a first motor/generator and a transmission, and a second motor/generator is connected to second driven wheels, said first and second motors/generators being connected to an accumulating means, wherein a distribution ratio of braking forces to the first and second motors/generators is controlled to become an ideal distribution ratio corresponding to a longitudinal acceleration of the vehicle during regenerative braking of the vehicle ~~according to claim 4~~, wherein the first and second wheels are front and rear wheels, respectively, and when a yaw rate of the vehicle exceeds a predetermined value, the distribution ratio of the regenerative braking force to the second motor/generator is decreased to be smaller than said ideal distribution ratio.

8. **(Currently Amended)** A hybrid vehicle in which an engine is connected to first driven wheels through a first motor/generator and a transmission, and

a second motor/generator is connected to second driven wheels, said first and second motors/generators being connected to an accumulating means, wherein a distribution ratio of braking forces to the first and second motors/generators is controlled to become an ideal distribution ratio corresponding to a longitudinal acceleration of the vehicle during regenerative braking of the vehicle ~~according to claim 1~~, wherein, during operation of a mechanical brake, a braking force for the second driven wheels determined depending on said ideal distribution ratio is generated by the second motor/generator and the mechanical brake, and a deficiency of the regenerative braking force for the second motor/generator limited by the remaining capacity of the accumulating means is made up by a braking force of the mechanical brake.

9. **(Original)** A hybrid vehicle according to claim 8, wherein, when the braking force of the mechanical brake exceeds a predetermined value, a threshold value for the remaining capacity of the accumulating means permitting the regenerative braking of the second motor/generator is increased.

10. **(Currently Amended)** A hybrid vehicle in which an engine is connected to first driven wheels through a first motor/generator and a transmission, and a second motor/generator is connected to second driven wheels, said first and second motors/generators being connected to an accumulating means, wherein a distribution ratio of braking forces to the first and second motors/generators is controlled to become an ideal distribution ratio corresponding to a longitudinal acceleration of the vehicle during regenerative braking of the vehicle ~~according to claim 1~~, wherein the engine is constructed so that the rotational resistance can be decreased by the stopping of cylinders, and when the engine is brought into a cylinder-stopped state to regeneratively

brake the vehicle, if the remaining capacity of the accumulating means exceeds a predetermined value, the cylinder-stopped state of the engine is canceled, and the first motor/generator is driven by an electric power generated by the second motor/generator so that an increment in rotational resistance of the engine due to the cancellation of the cylinder-stopped state is countervailed.

11. **(Currently Amended)** A hybrid vehicle in which an engine is connected to first driven wheels through a first motor/generator and a transmission, and a second motor/generator is connected to second driven wheels, said first and second motors/generators being connected to an accumulating means, wherein a distribution ratio of braking forces to the first and second motors/generators is controlled to become an ideal distribution ratio corresponding to a longitudinal acceleration of the vehicle during regenerative braking of the vehicle ~~according to claim 1~~, wherein the first and second driven wheels are front and rear wheels, respectively, and the distribution ratio of the regenerative braking force to the second motor/generator is increased in accordance with a decrease in a road surface friction coefficient.

12. **(Currently Amended)** A hybrid vehicle according to claim 2 4, wherein the regenerative braking of the first and second motors/generators is prohibited during an ABS control.

13. **(New)** A hybrid vehicle according to claim 4, wherein the regenerative braking of the first and second motors/generators is prohibited during an ABS control.

14. **(New)** A hybrid vehicle according to claim 7, wherein the regenerative braking of the first and second motors/generators is prohibited during an ABS control.

15. **(New)** A hybrid vehicle according to claim 8, wherein the regenerative braking of the first and second motors/generators is prohibited during an ABS control.

16. **(New)** A hybrid vehicle according to claim 10, wherein the regenerative braking of the first and second motors/generators is prohibited during an ABS control.

17. **(New)** A hybrid vehicle according to claim 11, wherein the regenerative braking of the first and second motors/generators is prohibited during an ABS control.